

Section 2. FLIGHT PLAN PROPOSALS

6-2-1. FLIGHT PLAN RECORDING

Record flight plans on FAA Form 7233-1 or on M1FC Domestic Flight Plan Mask. Completion of all blocks or fields is not required in every case, and all items filed are not always transmitted. Use authorized abbreviations where possible. Fill in the form/mask as follows:

a. Item 1. Type of flight plan.

1. FAA Form 7233-1. Check the appropriate box.

2. M1FC- FR: field.

(a) V - civilian VFR flight plans.

(b) MV - military VFR flight plans.

(c) PV - VFR flight plans departing from outside the facility's flight plan area.

(d) DV - DVFR flight plans. M1FC will accept DV flight plans only as a proposal addressed to an ARTCC.

(e) I - civil IFR flight plans or military IFR flight plans that do not require transmission of a flight notification message.

(f) MI - military IFR flight plans that require a flight notification message.

(g) PI - IFR flight plans departing from outside the facility's flight plan area that require a flight notification message.

NOTE-

PI for transborder flights that require an ADCUS flight notification message. PI messages are addressed to the departure tie-in station. They are in addition to the I message transmitted to the departure ARTCC. Remarks to be transmitted by the departure station as part of the flight notification message must be included in the PI message and preceded by a \$ sign.

(h) SC - Stereo flight plans for civil aircraft.

(i) SM - Stereo flight plans for military aircraft.

b. Item 2. Aircraft Identification (M1FC- AI: field). Enter as follows, but do not exceed seven alphanumeric characters:

1. Civil Aircraft Including Air Carrier: Aircraft letter/digit registration including the letter T prefix for air taxi aircraft, the letter L for LIFEGUARD aircraft, or the three-letter aircraft company designator

specified in FAAO 7340.1 followed by the trip or the flight number.

EXAMPLE-

N12345

TN5552Q

AAL192

LN751B

NOTE-

The letter L shall not be entered in Item 2 of the flight plan for air carrier or air taxi LIFEGUARD aircraft. Include the word LIFEGUARD in the remarks section of the flight plan.

2. U.S. Military Aircraft. Use the military abbreviation followed by the last five digits of the aircraft's number. For certain tactical mission aircraft, enter the assigned three-to-six letter code word followed by a one-to-four digit number. (See TBL 6-2-1.)

Military

Abbreviation	Military Service
A	USAF
C	Coast Guard
E	Air Evacuation
G	Air/Army National Guard
L	LOGAIR (USAF contract)
R	Army
RCH	REACH (USAF Air Mobility Command)
S	Special Air Mission
VM	Marine Corps
VV	Navy

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3. Canadian Military Aircraft. The abbreviations shall be followed by a number group not to exceed four digits. (See TBL 6-2-2.)

Canadian Military

Abbreviation	Military Service
CAF	Canadian Armed Force
CTG	Canadian Coast Guard

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c. Item 3. Aircraft Type (M1FC- AT: field). Insert the name or abbreviation (two-to-four alphanumeric characters) of the manufacturer's or military designation. For homebuilt/experimental aircraft, use HXA, HXB, or HXC in accordance with the FAAO 7340.1. Spell out aircraft type in Remarks.

1. Prefix to Aircraft Type (one-to-two alphanumeric characters). Indicate for IFR operations if the

aircraft is equipped with TCAS equipment and/or the aircraft's weight class if it is heavy. The prefix for TCAS is T; for a heavy aircraft the prefix is H; for both TCAS and heavy the prefix is B; e.g. H/B727, T/B727, or B/DC10. If a formation flight is planned, enter the number and type of aircraft; e.g., 8/B52.

2. Suffix to Aircraft Type (one alpha character). Indicate for IFR operations the aircraft's radar transponder, DME, or RNAV (includes LORAN) capability by adding the appropriate symbol preceded by a slant (/). (See TBL 6-2-3.)

Suffix to Aircraft Type

Suffix	Aircraft Equipment Suffixes
	DME
/A	Transponder with Mode C.
/B	Transponder with no Mode C.
/D	No transponder.
	NO DME
/T	Transponder with no Mode C.
/U	Transponder with Mode C.
/X	No transponder.
	TACAN ONLY
/M	No transponder.
/N	Transponder with no Mode C.
/P	Transponder with Mode C.
	AREA NAVIGATION (RNAV)
/C	LORAN, VOR/DME, or INS, transponder with no Mode C.
/I	LORAN, VOR/DME, or INS, transponder with Mode C.
/Y	LORAN, VOR/DME, or INS with no transponder.
	ADVANCED RNAV With Transponder and Mode C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)

/E	FMS with en route, terminal, and approach capability. Equipment requirements are: a. Dual FMS which meets the specifications of AC25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC20-129, Airworthiness Approval of Vertical Navigation (VNAV) Systems for use in the U.S. NAS and Alaska; AC20-130, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors; or equivalent criteria as approved by Flight Standards. b. A flight director and autopilot control system capable of following the lateral and vertical FMS flight path. c. At least dual inertial reference units (IRU's). d. A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan. e. An electronic map. (U.S. and U.S. territories only unless otherwise authorized)
/F	A single FMS with en route, terminal, and approach capability that meets the equipment requirements of /E, a through d above. (U.S. and U.S. territories only unless otherwise authorized)
/G	Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft with en route and terminal capability.
/Q	Required Navigation Performance (RNP) and Reduced Vertical Separation Minima (RVSM) {indicates approval for application of RNP and RVSM separation standards}. It should be noted that /Q is for automation purposes only and will not be filed by system users. FAA processors will convert the combination of /R+/W to =/Q.
/R	Required Navigational Performance. (Denotes capability to operate in RNP designated airspace and routes.)
/W	Reduced Vertical Separation Minima (RVSM).

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NOTE-

The /E and /F suffixes will only be used by aircraft

operating to and from airports within the U.S., unless authorized by the controlling authority.

REFERENCE-

FAAO 7110.65, Air Traffic Control, Para 2-3-7 and TBL 2-3-3.

d. *Item 4.* True Airspeed (TAS Knots) (M1FC- TS: field). Enter two-to-four digits for TAS in knots; M followed by three digits for Mach number; or SC for "speed classified."

e. *Item 5.* Departure Point (M1FC- DD: field). Enter two-to-twelve alphanumeric and slant characters for name or identifier of the departure airport or point over which the flight plan is activated.

NOTE-

Names may be used when there is no identifier available and they do not exceed 12 characters with no spaces. Unless a geographic point is converted to latitude/longitude or fix-radial-distance (FRD), the M1FC computer will not be able to provide weather/NOTAM information and the route override function must be used to transmit or modify the flight plan.

f. *Item 6.* Departure Time (M1FC- TM: field). Enter departure time in UTC. Prefix this time with a P in the TM: field for proposals or a D for departures. If the departure time is assumed, indicate this in the Remarks field.

g. *Item 7.* Cruising Altitude (M1FC- AE: field). Proposed altitude or flight level using two-to-seven characters; e.g., 80 or 080, OTP, OTP/125, VFR, ABV/060.

h. *Item 8.* Route of Flight (M1FC- RT: field). Enter identifiers for airways or jet routes to clearly indicate the proposed flight path. For direct flight, use names or identifiers of navigation aids and geographical points or coordinates. If more than one airway or jet route is to be flown, clearly indicate the transition points.

NOTE-

On some direct flights beyond the departure center's airspace, it may be necessary to include a fix in the adjacent center's airspace or latitude/longitude coordinates, as appropriate, to facilitate computer acceptance. Local procedures should be applied to these special situations.

i. *Item 9.* Destination (M1FC- DD: field). Enter two-to-twelve alphanumeric and/or slant characters

for name or identifier of the destination airport or point over which the flight plan is to be cancelled.

j. *Item 10.* Estimated Time En Route (M1FC- TE: field). Enter in hours and minutes the total elapsed time between departure and destination; e.g., 0430 or 4+30. For IFR proposals, ETE must be in four-digit format; i.e. 0215.

k. *Item 11.* Remarks (M1FC- RM: field). Information necessary for ATC or to assist search and rescue operations, plus any other data appropriate to the flight; e.g., the abbreviations FAA or DOT. Enter names of experimental or homebuilt aircraft (Veri-EZ, Long-EZ, Mustang, Delta Dart). For RM: field only - Use 1-80 characters beginning with *, #, \$, or %. (See TBL 6-2-4.)

*	transmit remarks to all centers.
#	transmit remarks to departure centers only.
\$	transmit remarks only to those addresses in the CP field of the flight notification message.
%	for remarks not to be transmitted.

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NOTE-

Civil aircraft with authorized company identification are required to file the full authorized radio call in remarks.

l. *Item 12.* Fuel on Board (M1FC- FB: field). Enter in hours and minutes; e.g., 0330 or 3+30.

m. *Item 13.* Alternate Airport/s (M1FC- AA: field). Enter the location identifier if specified by the pilot. For AA: field only. Use three-to-seven alphanumeric characters. For two alternate airports, enter identifiers consecutively; e.g., BJCFNL.

n. *Item 14.* Pilot's Name, Telephone Number, Aircraft's Home Base (M1FC- PD: field). Self-explanatory. For military pilots, obtain the name and telephone of BASOPS.

NOTE-

Pilot's name not required if BASOPS' name is provided.

o. *Item 15.* Number Aboard (M1FC- NB: field). Self-explanatory.

p. *Item 16.* Color of Aircraft. (M1FC- CR: field). Use authorized contractions when available. (See TBL 6-2-5.)

Code and Color

<i>Code</i>	<i>Color</i>		<i>Code</i>	<i>Color</i>
A	Amber		B	Blue
BE	Beige		BK	Black
BR	Brown		G	Green
GD	Gold		GY	Gray
M	Maroon		O	Orange
P	Purple		PK	Pink
R	Red		S	Silver
T	Tan		TQ	Turquoise
V	Violet		W	White
Y	Yellow			

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NOTE-

1. For ICAO flight plans, see Appendix B.

2. Local procedures may be developed for use on the reverse side of FAA Form 7233-1.

6-2-2. OUTBOUNDS DEPARTING FROM OUTSIDE FLIGHT PLAN AREA

Accept flight plans regardless of departure point. Forward VFR flight plan proposals for aircraft proposing to depart from outside the facility's flight plan area to the tie-in FSS/AFSS for the departure point in the following format:

- a. Type of Flight.
- b. Aircraft Identification.
- c. Aircraft Type.
- d. Departure Point.
- e. Destination.
- f. Proposed Departure Time/ETE.
- g. Remarks.

EXAMPLE-

AIS

FF KDAYFYX

DTG KBWGYFYX

VFR N1234 BE90 DAY LOU P1330/0130

M1FC

FR:PV AI:N1234 AT:C150 TS:90 DD:DSM TM:P1800

AE:65 RT:DSM..OMA..LNK

AD:LNK TE:0300 RM:\$FP KIKKYFYX

FB:0330 AA: PD:JOE PILOT

HB:DSM NB: CR:R/W TL:

OP:

CP:KFODYFYX

TA:2100

NOTE-

1. M1FC will autoaddress the CP field, automatically extract the required items from the flight plan mask and transmit a flight proposal to the departure tie-in AFSS/FSS.

M1FC will automatically fill in the originator of the flight plan in the RM field when the flight plan is transmitted.

2. For civil flight movement messages with remarks, precede the remarks with a dollar symbol (\$).

6-2-3. ALASKA SPECIAL INSTRUCTIONS

All flight plans, departures (including intermediate departures) or arrivals, on an FAA aircraft, will be given normal distribution plus PANCYAYI whether VFR or IFR.

EXAMPLE-

AIS

FF PANCYAYI

DTG PAENYFYX

N123 D1345

AIS

FF PANCYAYI

DTG PAENYFYX

N123 ENA A1345 ANC

6-2-4. M1FC ENTRY OF MILITARY IFR MULTI-LEG STOPOVER FLIGHT PLAN

a. Complete all FP fields down through time en route or remarks for the first leg. Use MI in the flight rules field. This will hold the flight plan on the proposed list for flight notification.

b. All subsequent legs shall be preceded by a slant and recorded in the route field after the first leg: DESTINATION, ETE, AIRSPEED, P-TIME, ALTITUDE, ROUTE, and remarks for each leg.

c. After all legs have been recorded properly, the FP should autoaddress the ARTCC of the first leg departure point in the OP: field and all destination BASOPS stations in the CP: field. GI will send the first leg to the appropriate ARTCC and place the flight plan on the proposed list.

EXAMPLE-**MIFC**

FR:MI AI:BAT21 AT:F16/R TS:450 DD:DBQ TM:P1700

AE:280

RT:DBQ..TNU..OFF/FOE 0+15 450 P1800 270

OFF.FOE

AD:OFF TE:0030 RM:*REMARKS \$VT012115

FB:0230 AA: PD:ON FILE BASOPS

HB:DBQ NB:1 CR:OD TL: OP:ZCG

CP:KOFFYXYX KFOEYXYX

TA:1730

d. To send the second leg of the flight plan to the appropriate ARTCC, the original flight plan needs to be altered.

1. Display the flight plan (FPC).

2. Change the MI to I. It is not necessary to hold this leg for flight notification.

3. Make the necessary changes to indicate the next leg of the flight plan.

EXAMPLE-**MIFC**

FR:I AI:BAT21 AT:F16/R TS:450 DD:OFF TM:P1800

AE:270

RT:OFF..FOE

AD:FOE TE:0015 RM:*REMARKS

FB: AA: PD:ON FILE BASOPS

HB:DBQ NB:1 CR:OD TL: OP:ZCP

CP:

TA:1815

NOTE-

If there is an additional leg, it must be taken from the original flight plan.

e. After all legs have been sent to their appropriate ARTCC, construct a flight notification message.

1. Retrieve the original flight plan from the proposal list.

2. Edit each leg preceded by a slant to indicate the destination, ETE and pertinent remarks.

3. Delete all other information and restore to the proposal list (STPM) and await activation.

EXAMPLE-**MIFC**

FR:MI AI:BAT21 AT:F16/R TS:450 DD:DBQ TM:P1700

AE:280

RT:DBQ..TNU..OFF/FOE 0+15

AD:OFF TE:0030 RM:*REMARKS \$VT012115

FB:0230 AA: PD:ON FILE BASOPS

HB:DBQ NB:1 CR:OD TL:

OP:ZCG

CP:KOFFYXYX KFOEYXYX

TA:

6-2-5. MIFC ENTRY OF MILITARY VFR STOPOVER FLIGHT PLAN

a. File a military VFR stopover flight plan in the same format as a military IFR stopover.

b. After the flight plan is filed on the proposal list, display the flight plan (FP ACID). Use the CX keyword to cancel the flight plan. The complete flight plan is then on file for search and rescue.

EXAMPLE-**MIFC**

FR:MV AI:G2034 AT:UH1/U TS:90 DD:FOD TM:P1800

AE:055

RT:FOD..DSM..OFF/MLC 3+10 90 P2100 045

OFF..MLC/SZL

2+10 90 P0100 055 MLC..SZL

AD:OFF TE:0200 RM:\$VT010600

FB:0400 AA: PD:ON FILE BASOPS

HB:DBQ NB:1 CR:O/D TL:

OP:

CP:KOFFYXYX KMLCYFYX KSZLYXYX

TA:2000

c. After the flight plan is cancelled, use the FPC keyword to display the flight plan on the screen. Change the RT field to show only the destination, ETE, and any pertinent remarks for all remaining legs. File the revised version onto the proposal list to await activation.

EXAMPLE-**MIFC**

FR:MV AI:G2034 AT:UH1/U TS:90 DD:FOD TM:P1800

AE:055

RT:FOD..DSM..OFF/MLC 3+10/SZL 2+10

AD:OFF TE:0200 RM:\$VT010600

FB:0400 AA: PD:ON FILE BASOPS

HB:DBQ NB:1 CR:OD TL:

OP:

CP:KOFFYXYX KMLCYFYX KSZLYXYX

TA:2000